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OFFICIAL STATE PAPER.

STATE FARMERS' ALLIANCE.

THE ANNUAL MEETING AN INTERESTING ONE.

The Liveliest Organization in Kansas—It Stands by Its Principles and Favors Education—Election of Officers.

The Kansas Farmers' Alliance and Industrial Union held one of the most enthusiastic and interesting meetings of its existence, in Topeka, December 5 and 6, it being the annual session of the organization. The forenoon of Tuesday was spent in appointing committees, examining credentials, and preparing a program. About seventy-five representatives from the county alliances were present.

Opening the afternoon session Secretary J. B. French introduced Hon. John G. Otis, who delivered an interesting talk, the text of which will follow this report.

S. M. Scott, state lecturer, responded saying he was glad to receive so kindly a welcome, and hear the sentiments from him who ought to be representing this district in congress. He quoted from Professor Franklin Waite's recent article in the *Advocate* regarding the meaning of the recent election and the increase of the stay-at-home vote, and attributed it to failure in pushing the organization and to other mistakes, among which was that of not seeking the co-operation of laborers in cities. Another was in entering some commercial pursuits. The Alliance must be broad enough to include all who suffer from the money trust, adverse legislation and legalized robbery. The skeleton of financial trouble was in the closet of almost every merchant and mechanic, as well as farmer. Let us educate the business man, suffering from like conditions, and show him the way out. He endorsed the postal savings system and discussed the silver issue.

President Hanna's address was replete with good things that would fill a page. Reports of other state officers were summarized and showed a better condition of the affairs than many expected. Much counsel was given and interesting suggestions were made.

Assistant Lecturer Miller, a young man, made an eloquent address on the cardinal principles of the Alliance and their application.

At this point several took a turn at offering suggestions for the good of the Alliance. Mrs. Crumb, of Burlingame, offered a number of suggestions. Few people understand, or appreciate fully the literature they read, but a lack of

bread and butter appeals to them to vote for their own interests. She would do a personal and charitable work among the ignorant and suffering.

Mrs. S. L. Ruggles, of Lyon county, offered a resolution favoring woman's suffrage.

Walter N. Allen, Jefferson county, presented a resolution providing for agents of the Alliance at Kansas City, Omaha, St. Louis and Chicago, to receive and sell the farmers' produce. Said agents to be established by authority of Kansas. In the discussion that followed, Mr. Allen declared that state agents would not suffer from boycotts and combinations, as did Alliance agents. Referred to committee.

L. A. Pocock, Reno county, wanted an agency at Denver to handle Colorado coal and Kansas products, effecting an exchange on better terms. He was referred to a coal company in Denver.

Mrs. Emma Toudner, president Osage county Alliance, one of the most prosperous in the state, read a paper filled with good ideas.

Manager Sandusky of the state exchange then made a detailed report of the business and prospects of his department. A business of \$75,000 has been done for the farmers this year to date. Great saving has been effected to them in many lines of business.

The advisability of entering the coal trade was considered, and the obstacles pointed out. The railways own roads and mines and sell only through the agents. No satisfactory arrangement has yet been made. Better contracts than ever before can be made with manufacturers. Rival dealers are more friendly, and the Exchange is out of debt and has good credit.

The first hour of the night session was given to the delegates of the North & South railway, who were yet in the city. Alonzo Wardall explained in detail to the convention the cost, practicability, and saving of such a road from a mass of statistics. M. H. Kempton, Texas, and C. J. Rundell, Nebraska, followed on the same line. J. E. Stoddard, of Omaha, exhibited a machine for placing wires under the surface of the ground, that it was stated by him did its work very rapidly and cheaply. A discussion on the government ownership of telephones and telegraphs originated from this and a statement was made of the cost of telephone service in several cities in the United States. In Chicago it is \$240 per year; in New York city it is \$400 per year; in Sweden, where the government owns the lines, a better service is given subscribers for \$3 per year.

The cost of hard coal on the cars at the Colorado mines was given at \$1.75 by the state mine inspector of Colorado. In Pennsylvania it was said to be 85 cents.

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THE PEOPLE'S RAILROAD.

Second Meeting of the Gulf and Interstate Railroad Movement.

The Gulf and Interstate railway convention held its second meeting in Topeka December 5 and 6, in pursuance of its adjournment at Lincoln, Nebraska, June 29, 1893. President Fred J. Close called the meeting to order and J. Q. Hebbard was elected secretary pro tem.

P. B. Maxson, of the Kansas board of railroad commissioners, read a paper of statistical information regarding the shipment of grain from the western states to Europe. President Close commented on the large number of communications, offering encouragement and substantial assistance to the movement. Mr. Close explained that the project to build a railroad from the British possessions to the Gulf of Mexico, to be owned by the people of the states through which it passes, was in no sense a partisan one, but was a means of promoting the interests of the producing classes of the great Mississippi valley, and that this convention was for the purpose of devising ways and means to promote the scheme.

Dr. G. Bohrer, of Kansas, Alonzo Wardall, of South Dakota, and H. A. Keifer, a civil engineer of Kansas City, Missouri, each advocated the scheme and stated facts to show the extortions practiced by the east and west transportation companies, and also by the owners of coal mines.

At the afternoon session Mr. Wardall offered a resolution providing for a committee consisting of one or more from each state represented, this committee to formulate a proposition or plan of work. The following named delegates were chosen as members of the committee:

Kansas—R. C. Bradshaw, of Topeka, and J. H. Whetstone, of Pomona.

Nebraska—C. J. Rundell, of Wayne, and E. Stoddard, of Omaha.

Missouri—H. M. Dake, of Brookfield, and H. A. Keifer, of Kansas City.

Texas—M. H. Kempton, of Fort Worth.

South Dakota—A. Wardall, of Huron.

During the afternoon and evening the convention heard addresses by Judge Ballard, of Long Island, R. S. Patterson, of Osage City, J. M. Hagerman, of Concordia, J. W. Magill, of Topeka, and others. Mr. Magill is interested in mining and other lands in the United States and Mexico. The committee on plans made their report, which was discussed and laid over till Wednesday.

THE PROPOSED PLAN.

Wednesday morning the convention discussed and amended the committee's plans, unanimously adopting the following:

Believing that the immediate construc-

tion of a railroad from the Gulf of Mexico to the British line, running through the states of Texas, Oklahoma, Kansas, Nebraska, North and South Dakota, with an arm traversing Arkansas, Missouri, Iowa and Minnesota, to be built by the people and operated in their interest, is of vital importance to the material welfare of these states and is practicable; therefore, for the purpose of putting the matter in a business form we do hereby recommend that this convention proceed to select a board of provisional directors consisting of eleven members, one from each of the said states, also a chairman at large, who shall serve until their successors are selected and have qualified as hereafter provided, who shall be paid for actual and necessary expenses, also \$3 per diem while in actual service. They shall proceed at once to secure the necessary charter for the construction of said roads, together with such laterals and feeders as may from time to time be necessary, also necessary telegraph, telephone and express lines.

The charter shall run to said provisional directors in trust for the people of the states and territories through which said lines run, and shall provide that under no circumstances shall said charters ever pass into the hands of any corporation or individual. Any attempt to so transfer them shall cause them to revert to the several states through which they run, provided that the United States government shall have the right to purchase them at any time at actual cost.

Said directors shall elect a secretary and open an office at once and proceed to secure monies and make survey, and at the earliest possible date secure right of way and begin construction. They shall also establish a bureau of information and publish full and reliable information regarding the work proposed to be done, its advantages and progress, and attend to having the subject brought before the people at once to the end that legislators, congressmen, executive, county, municipal and judicial officers may be elected favorable to the plan; also to bring the matter clearly and systematically before the legislatures of the several states interested at their next sessions and urge favorable action thereon.

The charter shall provide that whenever the legislatures of five or more of the said states interested shall have made it the duty of the railroad commissioners of their respective states to assist in the joint management of the road; then the provisional directors shall turn over the entire works and all the property accumulated thereunder to them, in trust for the people.

For the purpose of pushing the work, securing rights of way and grading, construction bonds may be issued at par, to an amount not to exceed the actual cash cost of the work done and property accumulated; said bonds shall be in denominations of \$5 and multiples thereof up to \$100, and shall draw 4 per cent. interest and be payable at the option of the management and shall at all times be receivable at par value plus 5 per cent. premium for all freight and passenger traffic. They may run to bearer or be registered at option of holder. These bonds shall be offered in cities, towns, counties or individuals along the line of the road.

For superstructure, rolling stock, stations, (Continued on page 9.)